

mobility options throughout the Silicon Valley. For example, residents could travel to south San Jose, downtown San Jose, and to the cities of Santa Clara, Sunnyvale, and Mountain View via the Guadalupe, Tasman, and Capitol LRT lines. Linkages to the Caltrain commuter rail line, which provides service to San Francisco and to communities along the Peninsula, may also be accessed at intermodal connections throughout the system.

The project would also alleviate heavy traffic congestion in the Interstate 680 and U.S. 101 corridors and on major arterials; reduce the circulation impacts of increased peak-hour traffic; improve regional air quality by reducing automobile emissions; improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations; and support local economic and land development goals.

### III. Alternatives

The Capitol Expressway Light Rail Project is examining alternatives to be carried forward into the environmental analysis process. The No-Action Alternative will consist of the existing conditions, in accordance with both NEPA and CEQA requirements. The Build or LRT Alternative is the Capitol Expressway LRT Project.

The proposed alignment of the LRT project begins at the end of the Capitol [Avenue] LRT line, currently under construction. Starting on Capitol Avenue, at the intersection of Capitol and Wilbur Avenues in east San Jose, the LRT would transition to operate in the median of Capitol Expressway, at grade in an exclusive right-of-way with some potential for grade separation at locations to be determined during conceptual engineering. The line would extend to the Eastridge Mall area as the terminus of the first phase. The next phase(s) would continue along Capitol Expressway to the Capitol Station on the Guadalupe LRT line. In this portion of the alignment, the roadway would need to be widened to accommodate the LRT median. Along the alignment, nine conceptual station locations have been identified. More precise station locations and alignment options will be developed during preparation of the Draft EIS/EIR.

The EIS/EIR will also address any additional alternatives identified in the scoping process.

### IV. Probable Effects

The purpose of the EIS/EIR is to fully disclose the environmental consequences of building and operating

the Capitol Expressway LRT Project in advance of any decisions to commit substantial financial or other resources towards its implementation. The EIS/EIR will explore the extent to which project alternatives and design options result in environmental impacts and will discuss actions to reduce or eliminate such impacts.

Environmental issues to be examined in the EIS/EIR include: changes in the physical environment (natural resources, air quality, noise, water quality, geology, visual); changes in the social environment (land use, business and neighborhood disruptions); changes in traffic and pedestrian circulation; changes in transit service and patronage; associated changes in traffic congestion; and impacts on parklands and historic resources. Impacts will be identified both for the construction period and for the long-term operation of the alternatives. The proposed evaluation criteria include transportation, environmental, social, economic, and financial measures, as required by current federal (NEPA) and state (CEQA) environmental laws and current Council on Environmental Quality and FTA guidelines.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS/EIR should be directed to VTA as noted above.

### V. FTA Procedures

The EIS/EIR for the Capitol Expressway LRT Project will be prepared simultaneously with conceptual engineering for station and alignment options. The EIS/EIR/conceptual engineering process will address the potential use of federal funds for the proposed project, as well as assess the social, economic, and environmental impacts of station and alignment alternatives. Station designs and alignment alternatives will be refined to minimize and mitigate any adverse impacts identified.

After publication, the Draft EIS/EIR will be available for public and agency review and comment, and a public hearing will be held. Based on the Draft EIS/EIR and comments received, VTA will select a preferred alternative, which will be described in full detail in the Final EIS/EIR.

Issued on: September 14, 2001.

**F. James Kenna,**

*Deputy Regional Administrator.*

[FR Doc. 01-23318 Filed 9-17-01; 8:45 am]

**BILLING CODE 4910-57-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Over-the-road Bus Accessibility Program Announcement of Project Selection

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the Fiscal Year 2001 selection of projects to be funded under the Over-the-road Bus (OTRB) Accessibility Program, authorized by Section 3038 of the Transportation Equity Act for the 21st Century (TEA-21). The OTRB Accessibility Program makes funds available to private operators of over-the-road buses to help finance the incremental capital and training costs of complying with DOT's over-the-road bus accessibility rule, published in a **Federal Register** notice on September 24, 1998.

**FOR FURTHER INFORMATION CONTACT:** The appropriate FTA Regional Administrator for grant-specific issues; or Sue Masselink, Office of Program Management, 202-366-2053 for general information about the OTRB Accessibility Program.

**SUPPLEMENTARY INFORMATION:** In fiscal year 2001, a total of \$4.7 million was available for allocation: \$3 million for intercity fixed-route providers and \$1.7 million for all other providers, such as commuter, charter, and tour operator. A total of 84 applicants requested \$15.1 million: \$8.2 million was requested by intercity fixed-route providers, and \$6.9 million was requested by all other providers. Project selections were made on a discretionary basis, based on each applicant's responsiveness to statutory project selection criteria, fleet size, and level of funding received in previous years. Because of the high demand for the funds available, most applicants received less funding than they requested, although with the exception of some applicants that received funding in previous years, all qualified applicants received some funding. Each of the following 61 awardees, as well as the 23 applicants who were not selected for funding, will receive a letter that explains how funding decisions were made.

Operator	Award amounts		
	Intercity fixed-route	Other	Total
<b>Region I:</b>			
Brunswick Transportation Co., Inc., South Portland, ME .....	\$0	\$44,800	\$44,800
Wilson Bus Lines, Inc., Cambridge, MA .....	24,107	0	24,107
VIP Charter and Tour, Portland, ME .....	0	18,156	18,156
Concord Coach Lines, Inc., Concord, NH .....	61,242	0	61,242
DATTCO, Inc., New Britain, CT .....	91,292	35,800	127,092
Ritchie Bus Lines, Inc., Northboro, MA .....	0	19,700	19,700
Peter Pan Bus Lines, Inc., Springfield, MA .....	216,257	0	216,257
Pawtuxet Valley Bus, Inc., West Warwick, RI .....	0	57,600	57,600
The Arrow Line, Inc. (Coach USA), East Hartford, CT .....	0	11,400	11,400
Coach USA/Mini Coach of Boston, Chelsea, MA .....	0	39,600	39,600
Conway's Bus Service, Inc. (Gray Line), Cumberland, RI .....	0	41,800	41,800
Bonanza Bus Lines, Providence, RI .....	84,044	0	84,044
<b>Region II:</b>			
Swarthout Coaches, Inc., Ithaca, NY .....	0	24,100	24,100
Academy Express, LLC, Hoboken, NJ .....	358,203	38,000	396,203
Adirondack Transit Lines, Inc., Kingston, NY .....	135,000	0	135,000
Brown Coach, Inc., Fonda, NY .....	0	36,300	36,300
Hampton Jitney, Inc., Southampton, NY .....	0	34,400	34,400
Hudson Transit Lines, Inc. (Shortline), Mahwa, NJ .....	0	189,000	189,000
<b>Region III:</b>			
Spirit Tours, LLC, Glen Allen, VA .....	0	27,000	27,000
James River Bus Lines, Richmond, VA .....	0	30,240	30,240
Sheraton Bus Services, Inc., Wyalusing, PA .....	0	30,975	30,975
Travel Mates of Virginia, Inc., Harrisonburg, VA .....	0	24,300	24,300
Capitol Trailways (Capitol Bus Company), Harrisburg, PA .....	0	34,500	34,500
Susquehanna Transit Company, Avis, PA .....	0	25,200	25,200
Eyre Bus Services, Inc., Glenelg, MD .....	0	33,100	33,100
Dillon's Bus Service, Inc., Millersville, MD .....	0	92,700	92,700
Rill's Bus Service, Inc., Westminster, MD .....	0	29,700	29,700
Anderson Coach & Tour, Greenville, PA .....	0	67,100	67,100
Lenzer Tour and Travel, Sewickley, PA .....	0	42,700	42,700
Fullington Auto Bus Company, Clearfield, PA .....	109,523	0	109,523
Butler Motor Transit, Inc., Butler, PA .....	0	6,300	6,300
Fantasy Land Cruises, Inc., Duncansville, PA .....	0	30,600	30,600
Lodestar Bus Lines, Inc., Johnstown, PA .....	0	28,000	28,000
<b>Region IV:</b>			
Spirit Coach, LLCC, Huntsville, AL .....	0	27,000	27,000
GDA Motor Coach, Inc., Conyers, GA .....	0	25,200	25,200
Americoach Tours, Inc. (Gray Lines), Memphis TN .....	0	52,100	52,100
Colonial Trailways, Mobile, AL .....	4,500	0	4,500
Good Time Tours, Pensacola, FL .....	0	1,800	1,800
<b>Region V:</b>			
Peoria Charter Coach Company, Peoria, IL .....	53,684	0	53,684
Turner Coaches, Inc., Terre Haute, IN .....	0	24,300	24,300
Wisconsin Coach Lines, Inc., Waukesha, WI .....	33,750	2,200	35,950
Colonial Coach Lines, Inc., Des Plaines, IL .....	0	41,800	41,800
Pioneer Coach Lines, Inc., Chicago, IL .....	0	40,700	40,700
Lakefront Lines, Inc., Cleveland, OH .....	58,124	0	58,124
Van Galder, Janesville, WI .....	38,000	0	38,000
<b>Region VI:</b>			
Greyhound Lines, Inc., Dallas, TX .....	1,269,000	0	1,269,000
Fun Time Tours, Inc., Corpus Christi, TX .....	0	36,600	36,600
Gulf Coast Transportation, Inc. (GCTI), Houston, TX .....	0	94,400	94,400
Vaught Charters/Coach USA, Grand Prairie, TX .....	0	30,600	30,600
Kerrville Bus Company/Coach USA, San Antonio, TX .....	114,120	78,100	192,220
El Expreso Bus Company, Houston, TX .....	45,000	0	45,000
Red Carpet Charters, Oklahoma City, OK .....	0	45,800	45,800
<b>Region VII:</b>			
Burlington Trailways, West Burlington, IA .....	0	27,600	27,600
Arrow Stage Coach Lines, Omaha, NE .....	0	92,800	92,800
<b>Region VIII:</b>			
Ramblin Express Inc., Colorado Springs, CO .....	0	24,100	24,100
Salt Lake Coaches, Inc., Salt Lake City, UT .....	0	35,500	35,500
<b>Region IX:</b>			
VIA Adventures, Inc., Merced, CA .....	17,977	0	17,977
KT Contract Services, North Las Vegas, NV .....	21,000	42,000	63,000
Golden State Coaches, Carson City, NV .....	22,500	0	22,500
Grosvenor Bus Lines, San Francisco, CA .....	0	37,500	37,500
B & G Promotions, Inc., Pismo Beach, CA .....	30,362	0	30,362
AmericanStar Tours, Pismo Beach, CA .....	22,608	0	22,608

Operator	Award amounts		
	Intercity fixed-route	Other	Total
Roberts Tours & Transportation, Inc., Honolulu, HI .....	0	50,400	50,400
Region X: None Selected .....	0	0	0
Total .....	2,999,242	<sup>1</sup> 1,719,040	4,718,282

<sup>1</sup> \$19,250 was carried over from withdrawn FY 2000 projects.

Eligible project costs may be incurred by awardees prior to final grant approval. The incremental capital cost for adding wheelchair lift equipment to any new vehicles delivered on or after June 9, 1998, the effective date of TEA-21, is eligible for funding under the OTRB Accessibility Program.

Applicants selected for funding may be contacted by FTA regional offices if any additional information is needed before grants are made. The grant applications will be sent to the U.S. Department of Labor (DOL) for certification under the labor protection requirements pursuant to 49 U.S.C. 5333(b). After referring applications to affected employees represented by a labor organization, DOL will issue a certification to FTA. The terms and conditions of the certification will be incorporated in the FTA grant agreement under the new guidelines replacing those in 29 CFR part 215. Please see Amendment to Section 5333(b), Guidelines to Carry Out New Programs Authorized by the Transportation Equity Act for the 21st Century (TEA-21); Final Rule (64 FR 40990, July 28, 1999).

Issued on September 13, 2001.

**Jennifer L. Dorn,**  
Administrator.

[FR Doc. 01-23258 Filed 9-17-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number: MARAD-2001-10630]

### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel THREE D.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized

to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before October 18, 2001.

**ADDRESSES:** Comments should refer to docket number MARAD-2001-10630. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this

notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

### Vessel Proposed for Waiver of the U.S.-build Requirement

(1) Name of vessel and owner for which waiver is requested.

*Name of vessel:* THREE D. *Owner:* Michael and Chanda Wall.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "28 ft 6 in, 11,000 lbs."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* " \* \* \* charter fishing boat, with a six pack captain's license, home port of St. Petersburg, Florida with an operating range from Pensacola, Florida to Key West, Florida within 100 miles of shore."

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1972. *Place of construction:* unknown build site.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:* "I don't feel this vessel will have a significant impact on other vessels due to the high quantity of tourists in the area. The other charters we know of in the area have to turn away customers."

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:* "We do not feel this boat will have any impact on U.S. shipyards due to the age of the boat."

Dated: September 13, 2001.